

wear a helmet, or if he doesn't want to wear a helmet that is their prerogative. But if an individual goes out in some corn field and they drive their motorcycle and there is not anyone around, there are no automobiles around, I don't care if they wear a helmet or if they don't wear a helmet. But when an individual goes on the highway and is involved with other traffic and other automobiles around him, then I have to represent my constituents, the majority of my constituents who happen to drive automobiles. Now, when you drive on a motorcycle there are going to be accidents. When you drive in an automobile there are going to be accidents. We've seen figures which show that 90 percent of the accidents, 90 percent of those accidents are either fatal or injury, 90 percent, much higher than an automobile. Ninety percent of those individuals are harmed when they get in an accident and they are riding a motorcycle. Now, if that individual is driving down the highway, and he's not wearing a helmet, and he's hit by an automobile, and that motorcycle driver is killed or becomes a quadriplegic or is seriously injured in some other manner, the automobile driver could be held either civilly or criminally liable for that accident. They could be held liable for that accident, and as a result I feel we have to represent the majority of the people in this state that are driving automobiles. I don't feel it is in the best interest to allow individuals to drive around without helmets when they are interacting with automobiles on the highway. Now there has been discussion about whether education will work. The only thing I have to go by is whether these educational programs will work is how many individuals are actually taking the education classes. I'll tell you, nobody is. I don't understand why nobody takes these education classes if they are so good. What do we have here? In 1986, 302 people took these education classes, out of 4,942 first issue licenses, and out of the total licensed operators of close to 55,000. Now these first time individuals that are first getting their license to drive a motorcycle I assume they look at the educational classes and they make a decision on whether they should take them or not. And I don't think they are all they are cracked up to be. Maybe they are good. I support education classes. I think they are probably a good thing to have, but they are sure not going to be able to reduce the amount of fatalities, or they are not going to reduce the amount of accidents. I think it has been said that a lot of the accidents are caused by automobile drivers. Well that is a fact of life. You are not going to get those automobile drivers to take these education classes. The fact of life is that you